

Intimations.

KELLY & WALSH LD.

JUST RECEIVED.

IMPERIAL PURE LINEN
NOTE PAPER AND ENVELOPES.
IMPERIAL PURE LINEN

is a high class linen paper of excellent finish and has been specially made by one of the largest British paper manufacturers.

Made in all the regulation sizes and boxed in 5 quires, or in smaller quantities with envelopes to match.

Hongkong, 15th July, 1901.

[690c]

ESSETS FLUID

VERSUS

PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe of bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[714c]

To-day's
Advertisements.

THE OSAKA SHOEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 22nd instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

[226c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathclyde, about Sept. 15

THE Steamship

"STRATHCLYDE" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJIL, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1901.

[750c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 18th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by 7.

DAVID SASSOON, SON & CO., Agents.

Hongkong, 15th July, 1901.

[755c]

Intimation.

A. S. WATSON & Co., LIMITED.



WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE	\$ 8.88	\$ 7.58
ST. JULIEN	9.00	9.80
LA ROSE	12.96	13.92
CHATEAU HAUT BRION	18.60	19.20
LARRIVET	21.00	22.20
CHATEAU MOUTON D'AR-		
MAILHACQ	25.00	
CHATEAU FORTET CAR-		
NET	30.00	
CHATEAU LA TOUR CAR-		
NET	42.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE		

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 15, 1901.

NOTES AND COMMENTS.

The College of Medicine for Chinese.

We are pleased to see that Medicus has taken up the important question of the proposed plague hospital for Quarry Bay, not so much on the question of the plague hospital itself, as upon the professional standing of Dr. KWAN.

We contend that the rejection of the application of Messrs. BUTTERFIELD & SWIRE by the Sanitary Board constitutes a slight upon the College of Medicine for Chinese, for it amounts to their refusing to recognise the qualifications of a graduate of this institution. We should like to point out that the College of Medicine for Chinese is under the direct control of our local doctors.

That is to say, they fill the posts of lecturers to the institution and they, in this capacity, sign the diploma of every graduate. Therefore, if, as in the present instance they throw discredit upon the qualifications of those whom they have themselves trained, it speaks badly both for their instruction and for the ability of their pupils.

That the usefulness of this institution is not undervalued elsewhere is shown by the fact that any Chinaman who has gone through the course of instruction given and has gained a diploma is eagerly snapped up elsewhere. We have supplied Chinese doctors to Borneo, Singapore, Penang and the Federated Malay States and the only complaint that these places have to make is that we cannot turn out more. If the numbers of graduates were doubled they would still be far below the demand. This being the case, we certainly think that it was a piece of exceedingly bad taste to say the least of it, on the part of the Sanitary Board to reject this application. Dr. KWAN has held most responsible positions in Hongkong and is, as we well know, universally respected and trusted by our local medical men, and it is astounding to find that the Sanitary Board affect to distrust him. That is the only interpretation that can be put upon their action.

Medicus very truly points out that the Quarry Bay hospital would have been under most scientific control, for the chemists employed there are second to none in the Colony as scientific men, yet it appears that even these gentlemen could not be trusted. The Board could not, we think, have had any objections to the establishment of this hospital on public grounds, for the whole population of Quarry Bay is either directly or indirectly employed by Messrs. BUTTERFIELD & SWIRE and there was no question of other interests being affected. If, as one is led to believe, the objection was simply on the ground that there would be an absence of European medical supervision, then the Government is alone to blame. Had the Government Medical Staff been up to its proper strength, such an objection could never have been raised.

In conclusion we would ask, what is the good of maintaining an institution that the Government refuses to recognise? If this institution has no official standing it

should be suppressed. If it has, and it must have, then let the Government recognise the fact.

Our Competition.

In another column will be found the winning article in our Raid Competition, and we think that our readers will agree that the writer has made the destruction of Hongkong very interesting reading.

REUTER'S TELEGRAMS.

AUSTRALIA AND THE MANNING OF MAIL STEAMERS.

LONDON, July 12th.

The Australian Senate has rejected the proposal that vessels carrying mails should be exclusively manned by whites.

THE PROBABLE MEETING OF THREE MONARCHS.

The continental press is discussing the likelihood of a meeting of Emperor William, the Tsar of Russia, and King Edward, at the Mainz military manoeuvres.

MORE WAR MEDALS TO BE PRESENTED BY KING EDWARD.

King Edward will present 3,000 war medals to the Imperial Yeomanry at the Horse Guards Parade, on the 26th instant.

INTENSE HEAT IN AMERICA AND EUROPE.

Intense heat prevails in America, and the crops are being damaged. Tropical heat is general throughout Europe.

WEATHER REPORT.

The Observatory report says:—

On the 14th at 12.10 p.m. barometric changes are slight. Pressure is highest over the Pacific to the E. of the Loochoos, and gradients continue slight for S. and S.E. winds on the China coast and in the N. part of the China Sea. Forecast:—Moderate S.E. winds; showery.

On the 15th at 12.10 p.m. the barometer has risen slightly on the China coast. A depression is moving Eastwards in the Sea of Japan, and pressure remains high over the Pacific to the E. of the Loochoos. Gradients slight for S. and S.E. winds in S. China and the N. part of the China Sea. Forecast:—Moderate S.E. winds; squally, showery.

LOCAL AND GENERAL.

The appointment of Mr. F. A. Hareland to be Second Magistrate is notified in the Gazette.

A MEETING of the Legislative Council was held this afternoon. There was a full attendance and a quantity of business was got through without exciting any comment.

The return of cases of infectious diseases occurring in this Colony during the week ended July 13th, gives:—26 cases of bubonic plague, 3 deaths. Enteric fever 2 cases (European).

LIEUT. J. H. Underwood has been appointed Captain, Hongkong Volunteer Corps, in place of Capt. G. H. Potts, resigned, and Sergeant-Major G. P. Lammer has been appointed to the Lieutenancy thus vacant. We congratulate Lieut. Lammer on his well-earned promotion.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

A BOAT laden with 18 Mauser magazine rifles and a quantity of ammunition, while passing the Wentsho creek, at Woosung, under the charge of a native of Kiangsi, named Chen, was captured on the 6th inst. by a native military patrol boat and handed over to the colonel of the Haimen battalion, encamped at Woosung, for trial.

We have received from Messrs. Kelly & Walsh a sample box of their Imperial Pure Linen notepaper and envelopes, which are specially manufactured for them in England, and have their private water-mark or "chop." The paper is of convenient size and seems of very good quality, and the envelopes are substantial, whilst the price is moderate, for few articles look worse than poor and cheap stationery.

THE N. C. Daily News of the 9th inst. says:—Dispatches received here from Nanchang, the provincial capital of Kiangsi, report that the late continuous rains in that province had brought down heavy volumes of water from the mountains, inundating nearly the whole province and causing immense damage to property, crops and lives, no less than 4,000 of which were lost during the first three days of freshets. It is feared that the consequent distress amongst the inhabitants of Kiangsi province will produce much trouble in the country during the coming winter.

THE editor of a paper in one of the rural districts of Montana is in hiding just at present in the hills, in the hope of saving his life, which is threatened to be taken from him as a result of getting the reports of a cattle show and a concert mixed up. The article, which appeared in his paper, read:—"The concert given by sixteen of Anaconda's most beautiful young ladies was a swell affair and was also highly appreciated. They sang in the most charming manner, winning the plaudits of the audience, who pronounced them the finest herd of short horns in the state. A few are of a rich brown colour, but the majority are spotted, brown and white. Several of the heifers are able-bodied, fine-limbed animals, and promise to be good milkers."

11 M.S. *Endymion*, Captain Alfred W. Paget, C.M.G., arrived outside the Wearing Buoy at 4.30 p.m. on the 7th ult. on her way to 'Nanking' to relieve the *Blenheim*. She made the run from Weihaiwei, 408 miles, in 24 hours, doing her 4 hours' full speed trial at the rate of 19 knots.

THE *China Gazette* of the 10th inst. has the following:—To whom it may concern: Mauser rifles are being imported in large quantities into Shanghai by continental steamers carrying railroad material. The favourite way is in Norwegian railroad sleepers hollowed out to take four rifles. Whose business is it to stop this?

We are unable to give any details as to the lamentable accident that happened to one of the European engineers on board the s.s. *Chunshan*. We hear from the Government Civil Hospital that the man in question has returned to duty after his wounds being dressed. Messrs. Bradley & Co. were very reticent when waited on this morning and would give no particulars as to how the accident happened. This is the same steamer, it will be remembered, that was so badly damaged a short time ago by a typhoon coming out of Haiphong and was only saved by the exertions of Captain Messer and Mr. David Wilson, chief engineer.

Mrs. Joseph Walton, M.P., has sent us (*N. C. Daily News*) a copy of the "Barnsey Independent," with a full length sketch of himself as "The Barnsey Mandarin." The likeness is excellent, but the details are questionable, as he is provided with a queue, and is dressed in a Japanese kimono and an obi with two Japanese swords stuck in it; and he is leading a nondescript pug, labelled "Chinese Question." Mr. Joseph Walton, our readers will probably remember, was touring recently through parts of China, including the West River district, and then visited Corea and Japan. He is one of Lord Rosebery's gentlemen who has not been in China long enough to talk about his experience there, but only long enough to add a few books on the various Chinese questions to the few which already existed.

THE following items are from the *Tientsin Times* of the 6th inst.:—

We are sorry to hear that Major Blanc, B. Battery, R.H.A. has met with a serious accident at Shau-hai-kwan. Whilst out riding a few days ago, in taking a jump he by some untoward circumstance came in contact with a projecting twig which tore open his cheek and cut his ear in halves. The wounds were sewn up, and the gallant Major, although still an invalid, is on the high road to recovery.

We are pleased to see that by kind permission of Major Little and Officers, the Hongkong Regiment Band will in future give a concert in the Park from 9 to 11 p.m. every Wednesday. The military can hardly appreciate the pleasure which civilians derive from the band in the Park throughout the summer months, when this oasis in the Tientsin desert is our only refuge, and how much we consequently appreciate the military bands.

About 11 o'clock on Thursday night, a Fusilier policeman under the influence of drink, ran amuck in Victoria Road, near the Astor House, and narrowly escaped doing serious damage. He fired at some ricksha coolies and was with the great difficulty arrested and disarmed by four or five Fusiliers, with whom he fought desperately. Capt. Cleveland, who was passing, rendered assistance, and the Provost Marshal was promptly on the scene. The man will probably be pretty severely dealt with.

OUR PRIZE ESSAY.

THE RAID ON HONGKONG.

Yes! they all admitted that; Baron Steinberg was a good speaker and was genial company, and he was never more welcomed than when he told us that night at Madame de Staël's ball about the famous dash for Hongkong which he led personally in 1901.

Yes, he said, after we had all comfortably settled ourselves in the smoking room, they little thought what we, and our Republican friends, the French, were preparing for them.

We got together at Haiphong four of our best cruisers and six thousand men, it was a simple plan; the names of our own two cruisers were the *Dimitri Donkoy* and the *Rossia*, as you must know, two of our best at that time.

France had the *D'Entrecasteaux* and *Aschold* together with a couple of torpedo boats, there were awaited the arrival of the guns, four of which were our 42 Howitzers with cylindrical-prismatic breechlocks, weighing just over two tons, and four Snider-Canet 15 centimetre Q.F. guns weighing about the same.

We had the 64th Kazan Russian Infantry regiment, and a double complement of the 6th Don, H. A. Battery to man our guns.

France had the 32nd Regiment of Infantry, and a mixed complement of the 10th and 15th Havry Batteries, numbering about 500, altogether making our total up to 6000 Officers and Men.

We left Haiphong on the 12th of June 1901, as well as I remember, with our guns and men on four steam colliers, we made good speed and arrived within 60 miles of Hongkong on the third night out. Sending one steam collier on as if to make the Lamma Channel, with instructions to initiate the desire to speak Gap Rock, and then to send a boat off as if to give some important news; a boat with five men landed at that isolated spot just as darkness was descending and very easily disposed of the two Portuguese Signalmen who constituted the inhabitants, they then destroyed their telephone instrument, flags etc., thus breaking off all communication with Hongkong.

We had meanwhile steamed closer in, by which time it was perfectly dark, the collier signalled us that everything was correct; we were then heading due South, and bearing round Lamma Island made North for the Aberdeen Channel, by which time it was about 11 p.m. The time we had arranged to land was 12 midnight; it was an exciting wait, our torpedo boats had rounded up in Aberdeen Bay some 30 or 40 fishing junks to prevent any of them whose attention we had attracted from reaching the village and giving any information, then sending a launch, we had with us mounted to represent a well known local governor's boat to land just before the paper work, some 500 men, who very quickly on arrival surrounded the village, capturing the Police Station, cutting the telephone lines, and preventing any of the villagers from making off in the direction of Victoria. Shortly after, we warped into the docks and quickly followed by the others; in little over an hour we were all ashore, guns and ammunition included; those that landed from the first boat were sent immediately ahead and spread out in a sort of screen extending from and connecting with the men who were already at the

back of Aberdeen Village to the stone bridge about 800 yards past the Pokfulam Police Station, taking in the Mission Etrangere and the Dairy Farm, destroying the wires on their way.

So far everything was exceedingly propitious, and we very soon had advanced parties out along both roads leading to Victoria, sending 500 men up the Pokfulam Road in the direction of the British Infantry Barracks, with strict orders to defer every hostile movement till daylight, if possible.

Five hundred men were left on the road in a position to resist any demonstration that might be made from the direction of Belchers on the West, and by way of Wong-nei-Cheng and Stanley on the East, this force was acting in conjunction with the screen already mentioned.

In the meantime we had been moving our guns up the French under General Le Lachur taking the Aberdeen Road leading to Magazine Gap whilst we took the Pokfulam to Victoria Gap, one hundred men were put on each gun to haul them up with long drag-ropes, and although we anticipated some little difficulty in getting them up, so willing were our men that we never had so much as a slip.

We last one gun at the stone bridge half way up the road to shell Mt. Austin Barracks. The other three guns we had up by three forty-five, a.m. which we, considering all things, were very lucky in doing. Several detached patrols had been posted at intervals along the road leading round Mt. Kellet and Mt. Gough, to prevent any of the inhabitants of the Peak District from attempting to give any information as to our numerical strength and position; the remainder of our infantry were spread out along the ridges on the Victoria side, to pour down, if necessary, a heavy rifle fire wherever needed.

Now came the most anxious time, fearful lest anyone should have slipped through our lines and so managed to arouse the Garrison we awaited the coming of dawn; shortly afterwards the faintest sign of blue was visible in the East, gradually expanding until the day had fairly broken.

I had my three guns placed in a superb position just outside the High Level Tramway Station, having thrown up an earthenwork parapet which would practically ensure our guns perfect safety from anything less formidable than a gun of a very large calibre; this I knew they had in a large fort over on the mainland; General Le Lachur's position I knew was a very good one, he having taken up and occupied a large piece of waste ground in the centre of the Gap, where apparently a house had previously stood and which afforded him ample room for his four guns.

At last to my satisfaction I saw that everything was in readiness, and our hopes of a good morning's work were within our grasp. The Peak's usual envelope of mist which so often hangs over its head for some hundreds of feet, was, luckily for our enterprise, far above us. With chronometer in hand I awaited the moment in which I was to give the signal, and as his hands pointed to half past four a.m. I raised my arm and immediately each of our eight guns opened fire with a crash that echoed for miles around. One of the first shots took the right wing of the Officers' Quarters Murray Barracks; and I saw it collapse like a child's card-built castle when shaken by the hand of its juvenile designer.

We had ascertained our ranges beforehand, and now each shell did its work, one behind the battery in Magazine Gap took Murray Barracks, another Victoria Barracks, and two made the Arsenal Yard their especial business. The gun which we had left by the stone bridge half way up Pokfulam Road, whose particular duty it was to raze Mt. Austin Barracks, and with which the five hundred infantry were acting in co-operation, reduced it to such a state that the work remaining to be done by the infantry was practically a sinecure, and after a sharp tussle with the few Fusiliers who had escaped the wreck of their barracks, everything became perfectly quiet in that quarter.

The battery in Victoria Gap and its vicinity did equally well and in less than an hour from the time we opened fire both barracks, the arsenal yards, ordnance buildings, Royal Engineers workshops, and all buildings in their vicinity were to be seen bursting into flame.

Very soon after we had opened fire, the one cruiser in harbour had commenced to shell us with her batteries and Q.F. guns but, although well handled, we were not to be taken by surprise. The Peak's usual envelope of mist which so often hangs over its head for some hundreds of feet, was, luckily for our enterprise, far above us. With chronometer in hand I awaited the moment in which I was to give the signal, and as his hands pointed to half past four a.m. I raised my arm and immediately each of our eight guns opened fire with a crash that echoed for miles around. One of the first shots took the right wing of the Officers' Quarters Murray Barracks; and I saw it collapse like a child's card-built castle when shaken by the hand of its juvenile designer.

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CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE PROPOSED PLAGUE HOSPITAL FOR QUARRY BAY.

To the Editor of the "HONGKONG TELEGRAPH."
Sir,—As responsibility for the rejection by the Sanitary Board of Messrs. Butterfield and Swire's proposal seems to have rested mainly with Dr. Bell, Mr. May and Dr. Clark, with your permission I will venture to criticise the action of these gentlemen, and after doing so will leave the public to judge as to whether such action was founded upon common sense or not.

I will take each of the above members of the Board in turn.
First, Dr. Bell.—This speaker in the course of the debate had particular stress on the point that he was quoting and arguing from facts. I will take this line of argument, and confine my criticisms to fact.

Dr. Bell knows that there is one and only one real objection to Messrs. Butterfield and Swire's application, and that is the risk of infection being spread. Now in the name of common sense, which does Dr. Bell consider the more wise proceeding—to have all the cases of plague collected in one building and under constant observation and treatment, or to have them hidden while an inspector is near, and subsequently, when opportunity offers, smuggled away? This last is what has actually occurred over and over again throughout the Colony during the present epidemic, and it is a direct undoing of the labours of the Sanitary Board. This constitutes fact No. 1.

With adequate disinfection of dejecta, sputum and bedding (which could be done effectively at Quarry Bay), and with careful supervision of the cases under treatment, the risk of infection being spread vanishes wholly, absolutely, and entirely. This, sir, is fact No. 2, and I challenge denial of it, though not perhaps as vigorously as Dr. Bell! Fact No. 3.—This supervision could be entrusted to any well-trained student of the Alice Memorial Hospital, who would reside constantly at the proposed hospital, and would be under the direct control of the manager of the Refinery and the staff of skilled analytical chemists, in addition to Dr. Kwan. If Dr. Bell denies that such supervision could be relied upon, then I challenge him to give adequate reason for the existence of the Tung Wah branch of the Plague Hospital at Kennedytown, which is only visited at 24 hours intervals by the Medical Officer in charge of Kennedytown Hospital, who cannot be aware of anything that may occur in the interval between his visits.

Next, Mr. May.—This speaker was entirely opposed to the application, because the Board requires European supervision for the same reason that it requires a European to supervise the Tung Wah and other Plague Hospitals. What is the reason? The speaker failed to point it out.

Does Mr. May really imagine that the Officer in charge of Kennedytown makes a bacteriological diagnosis of every case in the Tung Wah branch—for this can be the only logical argument running in his mind when he refers to 50 per cent. of cases in the Canton native hospitals not being cases of plague at all.

In this connection I will quote the words of a speaker at a recent meeting of the Epidemiological Society in London. The meeting was held as recently as May 17th, 1901, Dr. Hanson occupied the chair, and the subject was "Diagnosis of Plague."
Dr. Cantlie admitted his inability to diagnose clinically any cases of plague he had seen in this country except those at Glasgow. Clinical diagnosis is the equivalent of diagnosis from symptoms only, i.e., without bacteriological confirmation.

Now, where does Mr. May's objection to Dr. Kwan lie? Surely if European doctors are not infallible it is to be expected that Dr. Kwan should be so? Seeing that the majority of Chinese cases are well marked, would not Dr. Kwan be capable of diagnosing at least over 90 per cent. No, Mr. May's argument will only hold as much water as a Shanghai bath with the plug out!

The next on the list is Dr. Clark. This worthy gentleman did not speak (according to report). "Silence is golden" perhaps he thought, and under the circumstances I think it was; for what an extraordinary spectacle is presented to the public gaze, Mr. Editor. Here we have the Dean of the School of Medicine for Chinese refusing to recognise the professional qualifications of a diploma of our M.O.H. The inconsistency of it is not astounding, for Dr. Clark actually holds the post of Lecturer on Public Health at this same College of Medicine! Does he then so understate the pupils he himself has trained?

And yet again more inconsistency, as for some time the Board refused permission to allow Messrs. Butterfield and Swire to disinfect their own premises—such disinfection to be carried out by the staff of skilled analytical chemists in their employ, men whose equal is only to be found in Mr. Frank Browne—and yet I have seen disinfection by the Sanitary Board in the central and crowded districts of the city relegated to a coolie brigade, sometimes under and sometimes not under European supervision. Where there ever such inconsistencies?

Is this disinfection by the Sanitary Board of such value as to warrant their denial of the right of others to disinfect their own premises? Was not its worthlessness proved at Wild Dell, when European lives were twice endangered through inadequate disinfection?

It is greatly to be hoped, Sir, that the Board may yet reconsider its decision, and not stultify itself by refusing to recognise an honest effort to diminish its labours.

Yours, &c.,

MEDICUS.

Hongkong, July 14th, 1901.

AT THE MAGISTRACY.

GAMBLING.

Inspector W. G. Warnock charged Lam Yau with keeping a common gambling house. L. S. J. Quint gave evidence and the defendant went to prison for one month's hard labour.

A VISITOR FROM VANCOUVER.

J. Clenson, P.C., charged David Tweedie with being drunk in the Public Street. There was nothing very serious in the facts and the defendant went away after paying a \$3 fine.

TWO OF THEM.

Two gentlemen from the distressed country appeared before Mr. Hazeland, Messrs. Ted Kenny and Dan Shea, on a charge of vagrancy and were committed to the House of Detention. If they have any luck and the chow is good they may be there for years.

ABSENT.

George L. Gater was wanting when he was called to answer a charge of being drunk and disorderly, and his bail was ordered to be estreated.

Charles Person was fined \$3 for behaving in a disorderly manner on Saturday.

LOSS OF A HONGKONG LAUNCH.

So many rumours and tales are floating about Hongkong that we feel compelled, even at this late date, to give the true facts as to the loss of the launch *Daifu Maru*.

Messrs. Jensen & Co. of the Praya Central bought a launch and despatched her to the Tsing-tau Lightering Co. She was a powerful little boat and had been thoroughly surveyed previous to leaving by Mr. McDonald of Messrs. Kinghorn and McDonald and Capt. Douglas, and cleared at the Harbour Master's Office in due form, Captain Koch, so well known in Hongkong, being in charge.

As to what happened on the trip, is best told in the language of the two survivors. "It appears that about 9 p.m. on the evening of the 30th loud cries of fire were heard. The narrator came on deck and saw a fire burning in a cabin. In this cabin was stored a quantity of coal and engine oil. Captain Koch at once ordered water to be poured in, which was done but proved of no avail. The Captain at once steered straight for the coast. After about a quarter of an hour, the launch became unmanageable owing to its being impossible to stand the extreme heat. The fire was all the time spreading rapidly. Captain Koch and four men were in the bow, the remainder of the crew were in the stern, as the fire was amidships no communication could be held. When about 3 miles from land, off Amoy the captain jumped overboard and all the crew followed. There was no chance of getting at the lifebelts. The launch was seen gradually sinking. The two survivors were picked up by a Chinese junk and put on board the Japanese steamer *Daifu Maru* and brought to Hongkong.

They had searched the spot where the disaster occurred, but could find no trace of the ill-fated launch.

No cause is known to account for the fire, but it is suspected that the lamp that hung in the cabin exploded and set fire to the coals and oil. Captain Koch and six men are missing.

EDUCATION IN HONGKONG.

We make the following extracts from the Report of the Inspector of Schools, for the year 1900, as published in the *Gazette*—

Compared with the year 1899 there is, except in Government English Schools and in the Grant-in-Aid Portuguese Schools, a decrease in the enrolment in each class of school. In the case of the English Grant-in-Aid Schools this may be accounted for by some schools, hitherto free, charging fees. In the case of the Chinese Schools it is partly due to an actual decrease in the number of schools at work during the year, as although there is a nominal increase of one on the roll of Grant-in-Aid Schools, there is an increase of nine in the number of schools temporarily closed.

A comparison between the two years 1890 and 1900 shows a decrease of 5 in the number of Chinese Schools and an increase of 62 in the number of scholars in attendance at them. There is an actual decrease under every head except that of the number of scholars in the Hongkong Village Schools. The increase under the latter head is due to the closing of Government Schools in small isolated villages and the opening of Grant-in-Aid Schools in the larger villages.

Thus in 1890 there were three schools in Shaikwan with an enrolment of 147 scholars, in 1900 five schools with an enrolment of 244. The decrease in the number of English Schools in the Hongkong villages is caused by the closing of the Government English Schools at Stanley and Shaikwan. The decrease in the number of scholars attending Portuguese Schools deserves notice. With 1893 of course 1900 compares still worse. There is a decrease under every head except in the number of English Schools and in the number of schools in the villages of Hongkong. In 1892 a number of Government village schools were closed and in the following year the Grant-in-Aid Schools which ultimately took their place had not been opened. The free Chinese Schools in Victoria have been very adversely affected by the general rise in rents. There is a demand for more Chinese Schools in the Kowloon Peninsula and unless it is met by the Managers of Grant-in-Aid Schools, it will be the duty of the Government to undertake the work.

The schools in Victoria have maintained their position very well, and the only way I can account for the loss under "Villages of Hongkong" is by the increase in Grant-in-Aid Schools there during the last seven years. In future care should be taken that the Grant-in-Aid Schools do not interfere unduly with these Unaided Schools, and the masters of the latter schools should be encouraged to report cases where their pupils have been attracted from them by the opening of Free Grant-in-Aid Schools.

The average Daily Attendance in 1900 was 4,630. That in Grant-in-Aid Schools alone was 3,871. The corresponding figures for 1899 are 4,418 and 3,663, and for 1890, 5,105 and 3,375.

I cannot find any very clear evidence of attendance having been affected by the report which was current towards the end of May that a child was to be sacrificed to strengthen the foundations of a railway bridge. The scare was only partial and very soon passed away, but not before it culminated in a serious commotion at Aberdeen on the night of the 31st May, when the boats in harbour fired off their guns under the impression that an attempt was to be made to carry off their children. It is satisfactory to learn that the influence of the Sisters on the children attending their school at Aberdeen was so great that the children instead of absconding themselves from school went there for protection. I visited Apichau and Stanley one or two days after the disturbance. At Apichau the attendance was a little below normal. One girl who returned to afternoon school when I was there did not dare to come further than the top of the staircase, and when some allusion was made by the mistress in conversation with me to the rumour she ran off again. At Stanley the boys attended school, but most of the girls were absent.

I reported fully on the results of the examinations of Government District Schools in my letter No. 27 of the 5th March. The results of the examinations of the Grant-in-Aid Schools will be found in Tables VI, VII and VIII, in which the actual number of passes and failures in each standard and the percentage for each school will be found.

In 1900 there were 136 scholars examined in the three highest standards of the Grant-in-Aid Schools in class III compared with 155 in 1899, but as the total number examined was only 938 as against 1,166 in 1899, there is relatively no falling off.

BELLIOUS PUBLIC SCHOOL.—The Headmistress, Mrs. Bateman, returned from 19 months' leave in October. The annual examination of the school was held on the 18th, 19th and 20th July, and my report on it will be found in Letter No. 61 of the 7th August. There were 155 scholars present in the English Division as against 99 in the previous year. Of these, 53 were in the Upper School and 102 in the Infant School. The corresponding figures for 1899 were 50 and 49. Out of 104 scholars on the register 33 were British or American and 65 were Chinese. There were 39 Eurasians; Miss Long, the senior pupil teacher, resigned.

her post at the end of November, and the Headmistress reports that after asking several of the former pupils of the school to undertake the duties, she could meet with no success, until Miss Chun Yut as a personal favour consented to take charge of the classes until such time as a teacher could be found to take the position permanently. So far no one has been found and the prospect of finding anyone seems as far off as ever. The examination of the Chinese Division was held in October, a more suitable time for judging the work done during the year than July. The number examined was 128 compared with 87 in the previous year.

GOVERNMENT DISTRICT SCHOOLS.—The number of schools remains the same. The average daily attendance at the Chinese Schools was 274 and at the English 484 compared with 249 and 484 respectively in 1899. The work in the English Schools was interfered with by changes in the teaching staff. The attendance at the Yau-mai Government School has doubled, and will no doubt continue to increase. The erection of a school building, the need for which was referred to in my last report, has been sanctioned. The system of partial payment by results has worked most satisfactorily, and there is a very marked improvement in those schools in which it is in force.

GRANT-IN-AID SCHOOLS.—The number of schools on the roll is 97 compared with 96 in 1899.

The following schools were closed during the year—

1. The Roman Catholic Mission Nova Escola Portuguesa, a School for Portuguese children.
2. The London Missionary Society Kau-i-fong, girls' school for Chinese (Class I).
3. The Victoria English School for girls (Class III).

The following new schools have been opened—

1. The Church Missionary Society Kau-i-fong, girls' school for Chinese (Class I).
2. The London Missionary Society Training Home for girls, a school in Class II for giving a European education in Chinese.
3. The French Convent School, a school of very old standing for European girls.
4. The Diocesan Girls School, a Church of England School, principally for Eurasian girls.

The schools formerly maintained by the Female Education Society have now passed under the management of the Church Missionary Society. Out of the 97 schools on the roll only 80 were examined. Of the remaining 17, 2 were dispersed before the date of examination; the premises occupied by them became unsafe for habitation and they were unable to find new quarters. Eight of the others are closed owing to difficulty in procuring teachers; another is closed pending the erection of a permanent school building, and the others are unable to find suitable quarters.

A special grant equal to 30 per cent. of the rent is now made to schools occupying leased premises and will, I hope, afford the free Chinese Schools in Victoria some relief, but rents are rising with such extraordinary rapidity that I question whether this extra grant will induce teachers to re-open the schools which have been closed. Landlords are averse to leasing their premises for longer periods than a month, and teachers are chary of incurring an expenditure from which no return can be expected till the end of the year. It is only the other day that the reply of a landlord to an application from the Manager of a Grant-in-Aid School for a year's lease was one month's notice to quit, and the result is that a useful little girls' school has disappeared. All landlords are not like that and I am pleased to be able to report an instance of a landlord foregoing a large increase in rent in order to enable a school to continue its work till the end of the year, and thus earn the Government Grant.

SCHOOL OF TROPICAL MEDICINE.

The following circular letter from Mr. Chamberlain is published in the *Gazette*—

With reference to my Circular despatch of the 11th November, 1899, respecting the arrangements for the training of Colonial Medical Officers, I have the honour to request that you will inform those Medical Officers in the Colony under your Government who have not already been through a course of instruction either at the London or Liverpool School of Tropical Medicine, and who may desire, or who may be required, to do so when on leave of absence in this country, that the authorities of the London School have called my attention to the fact that it is necessary that, with a view to their undergoing either a full course of instruction of three months or one of eight weeks, they should join that School at the beginning of a Session, or as soon after as may be possible. It should be noted that the Sessions of the London School of Tropical Medicine commence on the 15th January, 1st May and 1st October; and that those of the Liverpool School commence on the same dates.

THE PLAGUE.

Number of cases reported up till noon of the 13th July, 1901	Chinese.....1,479
	Other Asiatics 51
	Europeans.....28
Number of cases reported during the past 48 hours	Chinese.....4
	Other Asiatics 0
	Europeans.....0

Total number of cases reported to date 4,562

Number of deaths reported up till noon of the 13th July, 1901	Chinese.....1,439
	Other Asiatics 34
	Europeans.....9
Number of deaths reported during the past 48 hours	Chinese.....7
	Other Asiatics 0
	Europeans.....0

Total number of deaths recorded to date 4,489

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....4
" Other Asiatics.....0
" Europeans.....0
Total.....4

Deaths Chinese.....7
" Other Asiatics.....0
" Europeans.....0
Total.....7

The plague returns for last week were—

Cases.....26
Deaths.....21

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

The following is the Report for Presentation to the Shareholders at the fifth Ordinary Annual Meeting to be held at the Offices of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on Monday, the 29th day of July, 1901, at 3 o'clock p.m.

The General Managers have now the pleasure to lay before the Shareholders the accompanying Statement of Accounts for the year ended 31st May, 1901.

The Balance at the credit of Profit and Loss Account, after writing off \$1,150 for depreciation

and including \$584.34 brought forward from last year, is \$15,631.82, which it is proposed to appropriate as follows—

To place to Reserve Fund.....	\$3,000.00
" pay a dividend of 15% on Ordinary Shares.....	5,940.00
" General Managers' Remuneration.....	2,000.00
" pay a further dividend of 5% on Ordinary Shares.....	1,980.00
" pay \$10.80 per share on 100 Founders' Shares.....	1,080.00
" carry forward to New Account.....	731.82

\$15,631.82

AUDITOR.—The Accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LTD.,
General Managers.

Hongkong, 9th July, 1901.

NOTANDA.

CALENDAR.

JULY.

Metecological means based on fifteen years' observations to 1898.

Barometer.....	29.738
Thermometer.....	81.6
Humidity.....	83.0
Rainfall.....	14.210

TO-DAY.

Barometer.....	29.83	29.79
Temperature.....	84	84
Humidity.....	75	75
Rainfall.....	0.24	—

TO-DAY.

Monday, 15th July, 1901.
Chinese—30th of 5th moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 25min.
Sets..... 6hr. 45min.
High water—Morning..... 8hr. 45min.
Afternoon..... 10hr. 0min.
Low water—Morning..... 1hr. 7min.
Afternoon..... 3hr. 7min.

ANNIVERSARIES.

- 1814—Arrival of Lord Napier at Macao.
- 1888—Eruption of Bandai-san volcano, Japan; 500 lives lost.
- 1898—General Aguinaldo formed his cabinet.
- 1899—Reported disturbances in Sumatra.

TO-MORROW.

Tuesday, 16th July, 1901.
Chinese—1st of 6th moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 25min.
Sets..... 6hr. 45min.
Moon—New Moon 5hr. 47min. a.m.
High water—Morning..... 8hr. 57min.
Afternoon..... 10hr. 4min.
Low water—Morning..... 0hr. 0min.
Afternoon..... 3hr. 45min.

ANNIVERSARIES.

- 622—Flight of Mahomet.
- 1842—British Trade with China re-opened.
- 1844—Robbery at Government House, Hongkong.
- 1872—The King of Cambodia visited Hongkong.
- 1877—Nicompolis captured by the Russians.
- 1889—Loss of the s.s. *Albatross* off the Philippines.
- 1896—Laying of the Japan-Formosa Telegraph Cable commenced.
- 1897—Formosa-Japan Telegraph Cable opened.
- 1898—British flag hoisted at Wei-hai-wei.
- 1899—Chinese volunteer corps for China proposed.

AGENDA.

TO-MORROW.
J.P.M.—I. C. S. N. steamer *Suisang* leaves for Singapore, Penang and Calcutta.

WEDNESDAY, 17th.

- O. S. K. Co.'s steamer *Anping Maru* leaves at daylight for Foochow via Swatow and Amoy.
- A. L. S. N. Co.'s steamer *Maria Valerie* leaves for Singapore etc.
- (About)—C. P. R. Co.'s steamer *Empress of Japan* leaves for Yokohama and Vancouver B.C.

FRIDAY, 19th.

- (About)—P. & O. Co.'s steamer *Coromandel* leaves for Shanghai.
- 4 p.m.—I. C. S. N. Co.'s steamer *Yuensang* leaves for Manila.
- H. A. L. Co.'s steamer *C. Ferd. Latiss* leaves for Calcutta via Singapore.
- C. N. Co.'s steamer *Whampoa* leaves for Ningpo and Shanghai.

SATURDAY, 20th.

- (About)—P. & O. Co.'s steamer *Banca* leaves for Shanghai and Japan.
- P. & O. Co.'s steamer *Santa* leaves for Bombay.
- P. & O. S. N. Co.'s steamer *Tientsin* leaves for Shanghai.

SUNDAY, 21st.

- C. N. Co.'s steamer *Chinkiang* leaves for Iloilo and Cebu.

THURSDAY, 25th.

- (About)—N. D. L. steamer *Bayern* leaves for Singapore, Penang, and Colombo.

SATURDAY, 27th.

- C. N. Co.'s steamer *Tientsin* leaves for Australian Ports.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

July 9th.

Mr. W. G. Elder, late 3rd engineer, *Taisang*, has been transferred to the *Yiksang*.
Mr. J. Smart, acting 3rd engineer, *Yiksang*, has signed off.
Mr. Thomas Evans, 2nd officer, *Esang*, is transferred to the *Laitang*.
Mr. G. C. Fulton, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.
Mr. J. Douglas, from leave, has gone and signed *Taisang*.
Mr. H. Cuthbertson, 2nd engineer, *Taisang*, is awaiting orders.

Mr. P. H. Cowan, chief officer, *Chungking*, is transferred to the *Shangkung*.
Captain P. Garriock, late *Pooling*, is transferred to the *Hoihow*.
Captain L. Dawson, *Hoihow*, is transferred to the *Kwaiyang*.
Mr. A. McColl, late acting 2nd engineer, *Shang*, is transferred 3rd engineer, *Tamsui*.
Mr. W. H. Arroll, 3rd engineer, *Tamsui*, is on leave.

July 10th.
Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Haiting*.
Mr. Daniel has gone 2nd officer of the *Haiting*.
Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Haitan*.
Mr. R. A. Musgrave is appointed and engineer of the *Thales*.

July 12th.
Mr. E. B. Hayes is transferred from the *Hunan* as chief officer to the *Whampoa*.
Mr. T. Davies is transferred from s.s. *Hoihow* as 2nd officer of the *Whampoa*.

July 13th.
Mr. H. Coughlan, 2nd officer of the *Indrani*, is transferred to the *Indravelli*.
Mr. Firth, R.N.R. sails as 2nd officer of the *Indrani*.

July 15th.
Mr. W. S. Burrows is appointed chief officer of the *Haitan*.
Mr. A. B. Short is 2nd officer of the same steamer.
Mr. Fairfield, 3rd officer same ship.
Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Guthrie*) to-morrow.
English (*Coromandel*) 18th instant.
American (*Hongkong Maru*) 20th instant.
German (*König Albert*) 23rd instant.
American (*China*) 27th instant.
Canadian (*Empress of China*) 30th instant.
American (*Doric*) 7th prox.

The Silk ex Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at New York on 12th inst.

The Canadian Pacific Railway Co.'s steamer *Albatross* arrived at Vancouver at 6.30 p.m. on Friday, 12th inst.

The N. Y. K. Co.'s steamer *Kasuga Maru* (Australian Line) left Manila for this port on the 14th inst., a.m., and is expected to arrive here on the 16th inst., a.m.

The P. & O. S. N. Co.'s steamer *Coromandel* left Singapore for this port on the 13th inst., at noon, with the Outward English Mails, and is due here on the 18th inst., at about 10 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Union.....	at Kowloon Dock.
Sishan.....	" "
Y. Senian.....	" "
Pigny.....	" "
Hollywood.....	" "
Nanshan.....	" "
Sungkiang.....	" "
Colonies.....	Cosmopolitan

PASSED THE CANAL.

Outward—11th June—*Kongsberg, Erher-cog, Franz, Ferdinand, Erica*. 14th June—*Bamber, Patroclus, Ernest Simons*. 18th June—*Astoria, Indus, Ava Maru*. 21st June—*Bingo Maru, Ederton*. 25th June—*Mogul, Necker*. 28th June—*Benevento, Stentor, Saxonia, Alexandria*. 1st July—

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TO-MORROW, 16th July, at Noon.
BINGO MARU	Kobe and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU	ST. PAULY and MELBOURNE, via SYDNEY and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMA MARU	Kobe and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 1/4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transport to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

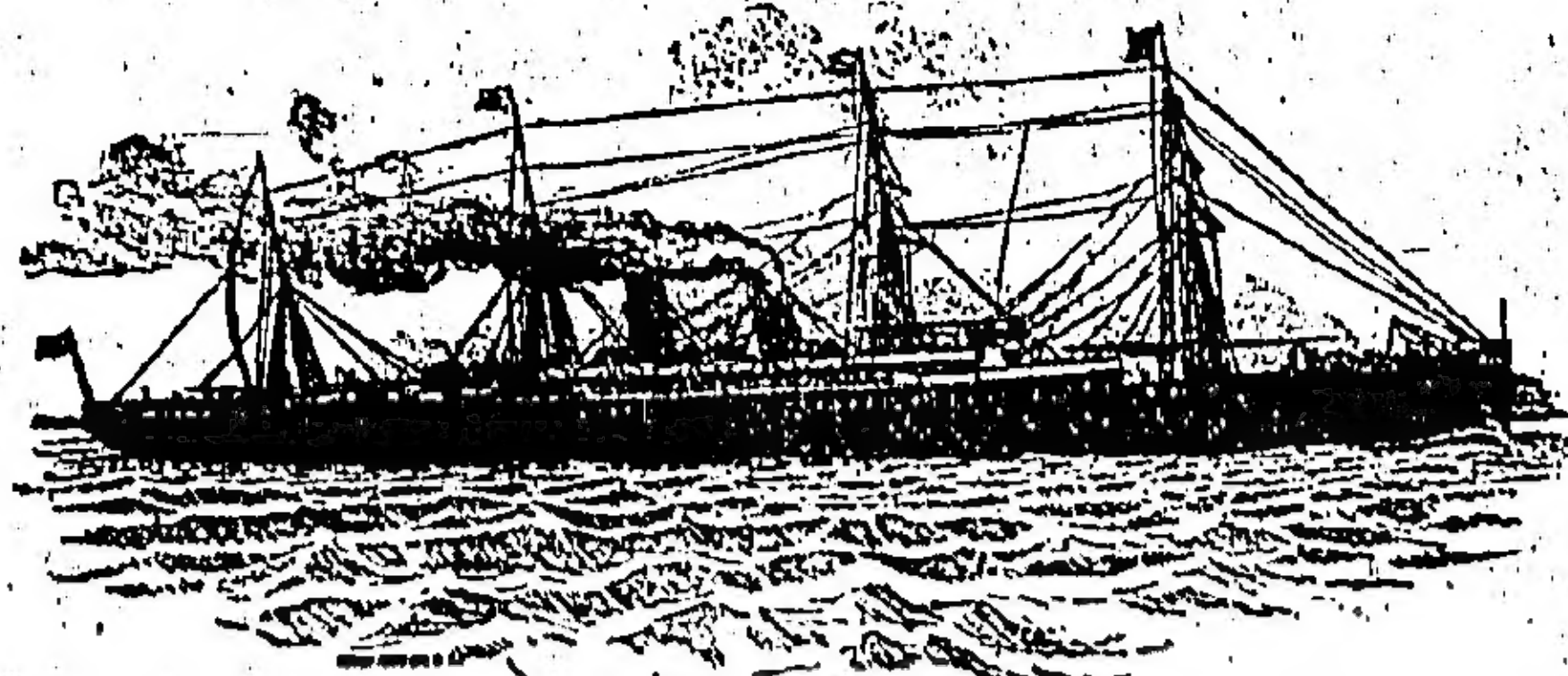
50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of 1/4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

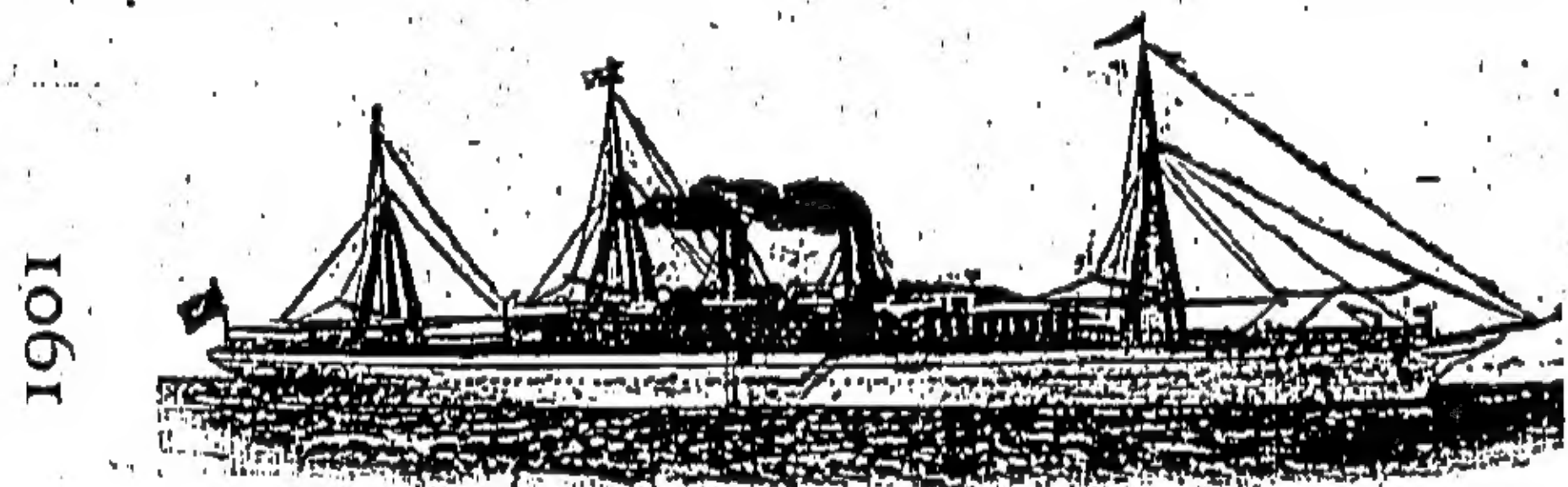
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal Ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL; GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG	HAVRE and HAMBURG	26th July. Freight.
Schneider	(Calling at SINGAPORE and PENANG)	
ACILIA	HAVRE and HAMBURG	9th August. Freight.
v. Döhrren	(Calling at SINGAPORE and COLOMBO)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
NINGPO and SHANGHAI	"WHAMPOA"	17th instant.
ILLOILO and CEBU	"CHUNKIANG"	21st instant.
NIENSI	"NANCHANG"	22nd instant.
MANILA	"TAIWAN"	24th instant.
MANILA	"TSINAN"	25th instant.
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	26th instant.
	"TSINAN"	27th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th July, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"STENTOR"	23rd July.
	"IDOMENEUS"	7th August.
	"ORESTES"	13th August.
	"AJAX"	20th August.
	"TYDEUS"	26th August.
	"PYRRHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"ALOINOU"	23rd July.
	"DEUCALION"	6th August.
	"PELEUS"	20th August.
	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"GLAUCUS"	18th July.
(Taking Cargo at LONDON RATES)	"PATROCLOS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain E. J. Tadd, will be despatched as above TO-MORROW, the 16th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th July, 1901. [730c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901. [321c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901. [688c]

FOR CALCUTTA (DIRECT) VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Fuchs, will be despatched for the above Ports, on FRIDAY, the 19th instant, at Noon.

For Freight and further Particulars, apply to HAMBURG-AMERIKA LINIE, Queen's Buildings, No. 1.

Hongkong, 8th July, 1901. [723c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901. [681c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"

Tons 3,920, Commander C. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 27th June, 1901. [676c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th July, 1901. [746c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901. [527c]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"

Sails from Seattle about the 10th of July;

"CHINGWO," Sails from Seattle about the 24th of July;

"HYSON," Sails from Seattle about the 10th of August;

"KAISOW," Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK.

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & Co., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901. [683c]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. American ship

"I. F. CHAPMAN,"

shortly expected here from KOBE will load for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 2nd July, 1901. [698c]

FOR NEW YORK.

THE 3/3 A. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 8th July, 1901. [727c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1901.

